

Masonic.

ZETLAND LODGE,
No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
HONGKONG, 25th October 1902

Shipping.

STEAMERS.

SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
HAWAII, &c.)

THE Steamship
"GUTHRIE,"
Captain Helms, will be despatched for the above
Ports TO-MORROW, the 1st November, at Day-

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 31st October, 1894. 11127

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"BENLOMOND,"
Captain A. W. S. Thomson, will load as above.

and is due about the 4th November.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th October. 1864. 11119

Consignees.
PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES of CARGO per Steamship
"CITY OF RIO DE JANEIRO."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Countersignature, and to

take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

C. L. GORHAM.

Acting Agent.
Hongkong, 30th October, 1864.

**NORTHERN PACIFIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA
AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th October, 1894. 14

For Sale.
"IRROY,"
CARTE BLANCHE,

CARTE D'OR Vintage 1887,
In Quarts and Pints.
CALDBECK, MACGREGOR & Co.,
Sole Agents.
Hongkong, 8th October, 1894. [1013]



CALDBECK, MACGREGOR & Co.,

**WINE and SPIRIT
MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND
GLASGOW.**

13, Queen's Road,
Hongkong, 24th August, 1894. 1907

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.
 No. 1. No. 2. No. 3.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Under-
signed.

MISSIEU BUREAU KAIEN,
5, Queen's Road Central, :
Hongkong, 2nd January, 1964. (54)

100

officials and gendarmes. The Turks were searching the houses for an Armenian fugitive from justice and were assisted by the Armenians, who assembled in force and attacked the gendarmes. In the ensuing fight several Armenians were killed.

STOCKHOLM, September 30th.
The elections which took place in Norway this week resulted in a victory for the Conservative party. In the Stavanger district fifty-one Conservatives and only eleven Radicals were elected.

LONDON, September 30th.
A dispatch to the *Times* from Frankfurt, says the London correspondent of the *Frankfurter Zeitung*, telegraphs that Japan, if she is victorious over China, intends to divide China into three independent Kingdoms, which will be placed under the rule of native Princes, one of whom will be Li Hung-chang. If necessary, Japan will call a conference of the Powers to decide the matter.

The Berlin correspondent of the *Times* says that negotiations have been opened between the bismarck and the socialists with a view to bringing about a compromise of the long-contested beer boycott. The bismarck has conceded a portion of the demands made by the socialists, and it is probable that negotiations will effect the desired end.

Lord Hardon, eldest son of the Marquis of Granby, is dead, as the result of a surgical operation.

The Crown Point Printing Works at Leeds were destroyed by fire, entailing a loss of £100,000.

PARIS, September 30th.
The *Debat* has a dispatch from San Domingo stating that half of the town was destroyed by the recent cyclone.

A monument erected by Italian admirers to Sheller, the English poet, was unveiled this morning at Viareggio, off which town Sheller was drowned on July 8th, 1822. Included among the men of the committee having the unveiling in charge were Gladstone, Alphonse Salazar, the English poet, Felix Cavallotti, Ruggiero Bonghi, Menotti Guibaldi, Edmund de Amicis, the poet Silvio, and other eminent Italians.

There was present a great gathering of English residents and eminent Italians.

NEW YORK, September 30th.
A dispatch to the *World* from Tegucigalpa says: The project of a Central American union has been dropped for the present.

NAPLES, September 30th.
A serious scandal affecting a convent here has given rise to much comment. The Lady Superior and several other persons have been arrested.

BURNING AVES, September 30th.
The *Herold's* correspondent in Rhyers, Brazil, sends word that fighting has broken out again in the province of Rio Grande do Sul between the rebels and the Government troops, at four different points, and that the insurgents are getting the better of it. They have arms and ammunition and declare that they will now fight to the bitter end.

In all the frontier towns the people are joining the revolution, and it is said to indicate a re-opening of the war.

Argentina's Executive has ordered the Governor of the province of Corrientes to redouble his vigilance to prevent arms from passing over the frontier for the rebels, who captured a band of 500 horses bought in Uruguay by the Government. It is not the least doubt that arms and other munitions of war are passing over the Uruguayan frontier, and this is winked at by the officials.

Da Gama and a lot of Brazilian exiles in Montevideo protest against the resumption of hostilities. They say it is prejudicial to the restoration of peace and they want to return to their homes, which they hope will be granted when Moraes assumes the Presidency.

VIENNA, September 30th.
The socialists of this city today made a demonstration in the city square in front of the House of Parliament. A big bonfire, the chorus of which demanded universal suffrage, was sung. The singing had the effect of rendering the crowd restive and the police intervened and dispersed the meeting. Fourteen of the leaders were arrested.

PRULIN, October 1st.
Herr von Kiderlin, the Prussian Minister to Hamburg, and Herr Polard, editor of the *Kladderadatsch*, have been coming to the month-involvement in a fortress for fighting a duel near Berlin on April 18th. Five shots were fired, and Herr Polard was wounded in the arm. The cause of the encounter was an alleged libel upon Herr von Kiderlin, then chief of the Press Department of the Foreign Office, which Herr Polard published in the *Kladderadatsch*, a comic paper which became notorious for its attacks upon the employees of the Government.

A supposed anarchist murder has been committed in Munich. A watchmaker named Huber was found dead yesterday morning in his house. He was stabbed to the heart and his throat was cut.

Huber kept lodgers, and among them was a commissary of police named Frohman. The latter had made himself very obnoxious to the anarchists by shadowing and arresting a number of them. Huber was found dead in Frohman's room, and it is presumed that he was mistaken for the commissary. A number of arrests have been made, but the police are not yet certain that they have the right man.

LONDON, October 1st.
Dispatches received here from the City of Mexico say considerable excitement prevails there on account of the incursions of the Guatemaltecos over the frontier, as well as by the arrival of General Antonio Estrada de Salazar, brother of the fugitive President of Salvador, who is urging upon Mexico the subjugation of Guatemala, declaring that this would be a very easy matter for the Mexicans to accomplish.

OCTOBER 2ND.
A dispatch to the *Times* from Vienna says: The Foreign Office has opened an inquiry on the charges against Dr. Palischeck de Palmaroff, who has been relieved of his duties as Austrian Consul-General in New York.

A dispatch from Hamburg says that Dr. Oetzel of the Hygienic Institute in that city has died from Asiatic cholera, resulting from an experiment with infected water taken from the river Vistula.

A dispatch to the *Times* from Auckland, New Zealand, says: The Minister of Labour has introduced a bill in the House of Representatives providing for the exclusion from the colony of undesirable immigrants, such as Chinese and workmen who are cripples.

ROME, October 2nd.
The trial of members of the Malatya Society at Locca, near Foggia, was finished today. Fourteen of the accused were acquitted and sixty-eight sentenced to imprisonment varying from five to ten years.

NEW YORK, October 2nd.
The *World's* special from Cairo, says Tuesday killed more than 150 people and caused a loss of \$400,000. Heavy rains continue. Many houses and bridges have been carried away.

ST. PETERSBURG, October 2nd.
News has reached here from Krasnodar, Armenia, that the people of Sassun have attacked the Kurdish and Turkish soldiers and killed and wounded over 500 of them.

BERLIN, October 2nd.
The Opposition press was never more active than now in inventing stories representing a rupture between the Emperor and Chancellor von Caprivi. This time it is alleged that the Kaiser has had a difference with the Chancellor over the measures of repression which it is proposed by his Majesty to have introduced in the Reichstag during the coming session of that body.

CONSTANTINOPLE, October 2nd.
Chelera has broken out here. Nothing is known officially of the outbreak, however, although several deaths are known to have occurred.

VIENNA, October 2nd.
In the district of Sausburg yesterday four inches of snow fell. There is danger of an avalanche. An Italian anarchist has been arrested at Cairo, charged with an attempt to murder the Khedive. It is alleged that he went from Italy to Cairo for that purpose, and that the Italian police sent a warning to the Italian Consul at Cairo of his coming. A dagger was found in his possession when arrested.

VALPARAISO, October 2nd.
The British steamer *Patagonia*, Captain Jones, which sailed for Liverpool on August 27th for Valparaiso, is ashore off Tome, Chili. She will probably be a total wreck. The crew and passengers were saved.

ANTWERP, October 2nd.
In the great hall of the Exhibition to-day, the awards to successful exhibitors were presented in the presence of King Leopold, the Government Ministers, the Senate and members of the diplomatic corps, including the British and American Ministers and members of the Chamber of Deputies and a concourse of 10,000 people.

The number of exhibitors was 10,000, to whom 401 grand prizes, 12 diplomas, 1,813 gold medals and 2,335 silver medals were awarded.

NEW ORLEANS, October 2nd.
At a meeting of the members of the Olympic Club to-night, Robert Fitzsimmons was proclaimed champion heavy-weight of the world.

BRUSSELS, October 2nd.
Advices received here confirm the report that the Czarowitz will act as Regent should the Czar's condition become more serious.

VIENNA, October 3rd.
A dispatch from St. Petersburg says that the marriage of the Czarowitz to Princess Alix of Hesse has again been postponed. This latest postponement is due to the illness of the Czar. No subsequent date is given, but it is expected that the marriage will not occur until next June.

NINGPO NOTES.
(FROM OUR OWN CORRESPONDENT.)

NINGPO, October 10th.
We are now shut out from Shanghai, and that means a great deal to those who for a number of years have had the *N. C. Daily News* by the daily steamer before breakfast. It is somewhat comforting to know there are some who are worse off than ourselves. The *Morning* has been out during these stormy days and is not able even to land passengers or cargo. It is fortunate for the boats at Changhai that the *Morning* does not possess a powerful gun. We hear the captain is in a dangerous mood over his misfortune; yet the *Peking* has passed through the same ordeal. Captain Pratt will get reconciled to his fate. "Things might have been worse!" It was a misfortune for the community when the small Shanghai steamer the *Ying* was transferred to Shanghai. She did her work so well, and her officers were so obliging. Since they left us we have gone back the junk again.

We hear complaints that the Chinese Consulate that the port is to remain closed until the war is over. We hope to-morrow may give some intimation of a near approach to the end of this unnecessary evil.

We are having some evidences of renewed life in the old place. Fancy a committee appointed to report on the utility and the feasibility of a Post Office Stamp collectors please note it is too early to make application for the artistic stamp contemplated.

Many of our readers will be sorry to hear of the death of our old China friend, Captain Rae, Harbour Master in the I. M. Customs Service; one of the oldest officers in the Service, a man who was respected by all his colleagues, in and out of the old man used to show to his friends how Sir Robert remembered him by sending an appreciative note when he went home on furlough. The Commissioner and Doctor have vied with one another in kind attention and help. Skill and kindness could not save him, or he would have been with us still. The whole of Ningpo turned out to-day, including H.B.M.'s Consul, Mr. Playfair, and Mr. Fowler, the U.S. Consul. The old man's friends at home could not have desired anything more than the affectionate way in which his brother officers gave him their last service and farewell. It is some compensation to those far away places to have so many who are always ready to show their sympathy in such a practical way. When the Rev. F. Galpin voiced this sentiment to-day, silently we said "Amen."—*N. C. Daily News.*

CHEFOO ITEMS.

We take the following from the *Chefoo Express* of the 22nd instant:—

We are somewhat at a loss to understand from what sources our valued contemporaries receive their information, but small as we are, and not laying any claim to be considered an immaculate authority, we make bold to say that up to the present moment no ships of the Japanese fleet have entered the Pechili Gulf further than the Mian-shan chain of islands. Further, had they done so, the Chinese fleet, presumed to be *hors de combat*, were ready to give them a welcome and warm reception, and are now ready to meet them from any point they may choose to make their attack. Not only so, but with an increased *flotilla* the Chinese only await the opportunity to show they have in no wise lost the lessons and opportunities the *Yaleo* afforded them.

Their ships are in full fighting trim, and we have it on high and reliable authority that they are anxious to prove their prowess before the world. They admit having had cowards in their midst and have punished them as such deserved, but the next battle will be fought with men of a stern and true culture, and their enemy will require to make no ordinary exertions to overcome and combat officers and men permeated by such a noble and laudable spirit.

The Japanese fleet is snugly anchored in Ping-yang lake, watching and protecting the entrenchment of their army, which intends to pass the winter there.

The Ping-yang Squadron has arrived in Weihai-wai from Port Arthur.

Last week the Russian gunboat *Behr* and H.B.M.S. *Archer* arrived from Chemulpo, but brought no important news from that port.

NANKING.
(FROM OUR OWN CORRESPONDENT.)

NANKING, October 22nd.
Despite some reports to the contrary, Nanking is as quiet and peaceful as at any time during the last seven years. The Viceroy's proclamation had a good effect, and the people show considerable confidence. The same is true of the small towns and villages in the neighbourhood. The

appearance of a foreigner occasions no more remark than usual, and your correspondent has not experienced nor heard of any manifestations of hostility.

Two more members of *Kolao Hut* were executed yesterday. An Anamese eunuch, who claims to have resided many years in the Palace at Peking, was arrested at Wuhu a few days since on the charge of being a spy. It is reported from there that he has been sent to Nanking, but his arrival here is unknown. He is pretty well known in this vicinity, and is not believed by his friends here to have given any cause for suspicion or arrest. His peculiar dress, however, may have led some to suspect him of being a dangerous character. It is to be hoped he may speedily prove his innocence.

The rebellion in Hunan is talked of among the people here, but it is almost impossible to engage a Chinaman in conversation on the subject of the war unless he is sure that none of his countrymen are about. Your correspondent at a tea-house a few days since made some observations respecting the trouble over Korea, but was promptly requested by the proprietor to change the subject of conversation. This is obedience to official orders, and no doubt the regulation is a good one for the Chinese people. To prevent the spread of rumours and the creation of a panic, we have only to stop all talk on the subject. Still a Western man prefers the Athenian habit of discussing the news of the day.—*N. C. Daily News.*

TIENSIN NOTES.
(FROM OUR CORRESPONDENT.)

TIENSIN, October 18th.
News arrived yesterday that their Excellencies Chow Foo and Yuan Shih-kai had safely reached Ho-ching-soon and that all was well. This does not appear that the Japanese are on the banks of the *Yaleo*-Kiang.

The state carriage presented by Sir Robert Hart to the Empress Regent at a birthday present had reached Peking safely, and Sir Robert Hart has requested that the horses presented by Mr. Kawick for the vehicle to Li Hung-chang, who presented them to her Majesty, but which were not accepted, be sent on. These have been sent and have been accepted by her Majesty, who is much pleased with the present.

Herr von Hanneken has twice visited Li Hung-chang since his return from Port Arthur, but has met—It is said—with but very cold receptions. People are wondering why. Some ascribe the coldness to an explanation given to Li of the *Yaleo* fight by Count Cassini.

Now that Chow Foo and Yuan have reached Ho-ching-soon, fighting between the Chinese and Japanese should soon begin in earnest, and in three or four days news should arrive of battles fought and won. The Chinese seem confident that the Japanese troops will not be able to stand the cold and hardships of the coming winter.

From Peking it is learned that the United States Legation did not send round circulars requesting American citizens who were married to leave Peking, which the British Legation did. Several missionaries who have arrived here lately from home are proceeding to Peking with their wives and families. The wonder here is why Sir Robert Hart, the best informed gentleman in Peking, should have caused this proclamation to be issued, as no present danger exists at Peking.

It is believed here and generally over the whole province by Chinese that the French and Russian soldiers are as being the Japanese in Korea. Such a view reaches Tientsin from the missionaries.

OCTOBER 20th.
Sung Ching, Commander-in-Chief of the army now at the *Yaleo*, is said to have inspected the industry and conduct of General Yeh and Nich at the battle of Ping-yang, with the result that those Generals have been ordered to Peking.

Reports reach us of fighting on the *Yaleo*, but they are vague and therefore of no value. Whether the Chinese have crossed the river in force or merely in sufficient strength for reconnoitring purposes, does not appear to be known, or whether it is the Japanese who have crossed the river. The armies are so near each other now that it is hardly likely a battle can be long delayed.

The steamer *Pek* with soldiers from Shanghai was stopped off the Promontory lately and detained twelve hours by a Japanese cruiser. It was then allowed to proceed, the Captain of the cruiser volunteering the information that he was in possession of all the movements of all transports and other vessels belonging to the Chinese. Why he did not capture the vessel and troops is not explained; probably he could not leave the station to take them to Japan.

The affair of the *Chungking* still "drags its slow length along" through the dreary field of Chinese diplomacy. The usual tactics are in practice. Delay, delay, delay is considered the conquering policy. It is difficult of course to deal harshly with a friend who has at command an unending supply of fine words and plausible assertions; they must be examined carefully if you can keep the necessary temper. But diplomatic courtesy may be strained too far and the forbearance of a friend may be tried too severely. The Chinese Government will be compelled to do in the end what it ought to have done freely and of its own accord in the beginning, when it might have been done gracefully. There will be no thanks given them now, after matter, however it may be settled, which ought to have been wiped off the diplomatic slate in forty-eight hours.—*Mercury.*

By the Imperial edict relating to the late naval battle which we published last week, high praise and posthumous reward are bestowed on certain Chinese officers named in the edict who fell gloriously in that conflict. The edict states that the remainder are to be dealt with as suggested. Let the Board concerned take note. "As suggested," probably refers to a suggestion of the Viceroy, who had sent the account of the battle to the Emperor. When the "Board concerned" deals with the matter we shall perhaps hear whether any special mention is made of the Europeans who fought and died or were wounded in the cause of China, or of those men of the rank and file who fell in the discharge of their duty. At present so far as we can learn, no office has been taken of them by the Imperial or Vice-regal authorities. A local testimonial has been presented to Inspector-General von Hanneken, gratifying in itself and praiseworthy as an expression of private and personal gratitude of a part of the Chinese people. We shall be curious to know how far the Imperial gratitude may extend.

Prince Kuang has furnished a special guard of a mandarin and four men clothed in yellow uniform to the house of every European in Peking.

H.M.S. *Linnet* left the Band yesterday morning early for Chefoo. She is expected to return shortly to take up the station for the winter.

His Highness the Duke of Meikien, being arrived at Taku in a German man-of-war on Tuesday and came up to Tientsin by the afternoon train.

Captain de Fleury, military attaché to the French Legation, left Tientsin for Peking on Tuesday, Count Cassini, the Russian Minister, left for Peking at the same time.

The French gunboat *Lin* left the Band on Monday to join the French fleet. She is replaced by the French gunboat *Copie*, which arrived at the Band at 5 o'clock on Monday morning.

On Friday, the 12th, a Chinese junk struck a pile in the river a little above the French Concession. A large opening was made in the side of the junk, which immediately filled with water and sank. A girl of eighteen went down with the vessel and was drowned. The junk was loaded with petroleum.

The Tientsin Tennis single handicap tournament resulted as follows:—In the third round McLach beat Cousens, Hughes beat W. H. Forbes, Way beat Hatch, Norris a bye, Mackintosh retired; in the fourth round Hughes beat McLach, Norris beat Way. Hughes beat Norris in the final, beating the fish to a most successful handicap.

A youth named Kan Chang, 17 years old, employed as messenger and office boy in the Town Hall, was found drowned in a pond near the Taku Road on Wednesday morning. He had left the office on Saturday evening earlier than usual on account of illness, but did not reach his home. Next day enquiries were made, but nothing was heard of him till the body was found as above. How he got there is not known, but it seems doubtful that the unfortunate youth perished accidentally.—*Tientsin & Peking Times.*

OCTOBER 22ND.
Admiral Fremantle arrived at Taku Bay yesterday morning in H.M.S. *Albatross*, and in the afternoon came up to Tientsin in the *Chalung*. The *Linnet* left on the 18th inst. for Chefoo, and the *Combe* has taken the place of the *Linnet* next to the *Stowitch* off the French Concession. The *Monterey* and the *Wes* still remain by the Midway Road, while the *Linnet* will return in a few days to take up her old station off the British Concession. H.I.G.M.S. *Alexandria* has left for Chefoo, and her place outside the bar has been taken by the *Marie*.

On the 15th inst. with a strong N.E. gale blowing all day caused one of the highest tides, yet, ever known on Taku Bay, which did far more harm than good. On the lower reaches of the river the water was up over the banks, and the docks at Taku were all flooded. An 11th, or 12th, tide is considered pretty good, but a 10th, tide is too much of a good thing. Between Taku Bay and the forts at the entrance of the river there are a lot of submarine mines laid, and on the 17th instant one of these exploded, killing a number of men who were laying them. Steamers going in or out pass within a few feet of these mines and sometimes over them. Launches full of mines, and boats full of men, apparently engaged in laying them, are to be seen everywhere, and all the operations connected with them seem to be carried on in a careless and reckless manner. The channels are narrow, and if a steamer happens to ground in avoiding these dangers her master is most likely found fault with for losing perhaps a few tides, but under the circumstances that should be a small item, when the danger of getting a vessel blown up is considered, and a vessel of the kind may happen yet.

The Peking squadron of eight ships left Port Arthur on the 18th inst. for Weihai-wai and a cruise. It having been found impossible to move the *Kwangchi* off the reef at Taku Bay, where she grounded returning from Taku Bay on the 18th inst., she has been stripped and abandoned; most of her good guns are to be fitted on the *Ladyen*. This vessel is still under repair, but she will soon be ready for commission.

The steamer *Pek*, a Norwegian steamer bound up from Shanghai to Tientsin, was stopped on the 17th inst. by a Japanese man-of-war near the South East Promontory. The *Pek* was ordered to follow in under the land and anchor there near a small fleet of Japanese men-of-war. It appears she had no cargo but 600 passengers, which she had taken on board at Woonung. After about twelve hours' detention she was allowed to proceed. The Japanese asked for information about the Nagasaki squadron which they were expecting. A few steamers were reported, seeing the Japanese fleet about the promontories, but most of the steamers have never seen them.

As far as it is known here the war for the present seems to be confined to Pingyang. The Japanese are fortifying their position at Pingyang and the Chinese are massing their troops on the *Yaleo*, and a battle may be expected to the north of the Bay of Korea, and other ships report that there are no Japanese at Halyungsan and Talien, where it has been said they are established, but at the Pingyang Inlet, and all to the south of that they are in force. Here fresh camps are forming, and the drilling of troops goes on steadily. The men are well armed and work hard at their foreign drill, and seem to be in earnest. Instead of numbers of flags and spears there is one large banner to each battalion and a smaller banner to each company.—*N. C. Daily News.*

DO THOU LIKEWISE.

When one sets a candle in a window on a dark night he never can tell how many lost and bewildered travellers it may guide on their way. I once knew a dear old lady who habitually did it on every dark night. The road that passed her house was always forsaken and lonely enough, and houses were far apart. So, on the general principle of goodwill to men, she placed her candle in a sort of projecting window, and it shone both ways and did the most good. She is dead and gone now, but let us hope that her family keeps up the custom. To be sure it brought her many a strange guest, yet she did what she could for them, and never grumbled—pay or no pay.

A year or two ago a little book was printed, containing an account by Mr. John Hodson, of Warboys, Hants, of the way he was cured of a complaint by using Dr. Williams' Pink Pills. A complaint contracted in India, when Mr. Hodson was once a soldier in the British Army.

This candle of Hodson's burned hopefully in all directions, and among others, its rays fell upon the eyes of a woman who needed light at that particular time. How it came to pass she tells in a letter, from which we quote the following:—

"I was," she says, "always healthy 'up to May, 1884, when I had an attack of gastric fever, which left me low and feeble. I had a bad time in the month, and after everything I did I had great pain in the lower part of my back, and also dreadful pain in the back and between the shoulder-blades, and a sinking feeling at the pit of the stomach. My legs trembled and shook under me, so I could not walk out. Indeed, it was as much as I could do to get across the floor. A dry hacking cough set in and shook me very much, and I lost a deal of sleep."

"As I grew weaker I was confined to my bed more and more, and my daughter was obliged to take my place in doing the housework. A doctor attended me for over a year. He tried first one kind of medicine and then another, but none of them helped me. At the end of the year the doctor said he could do no more for me, and recommended me to 'let nature try to do a change of air.'"

"I had got, I suppose, over getting better, when a book was sent me full of statements from ladies who had been cured of their troubles by using Dr. Williams' Pink Pills. I was compelled by using Mother Selig's Curative Syrup, and I had of a young man living at Warboys, near me, having been cured in a remarkable manner by this medicine. I got a bottle from Messrs. Palmer and Allen, Chesham, Bucks, and after I had taken the first dose, I felt a better feeling in my back and between the shoulder-blades, and a sinking feeling at the pit of the stomach. My legs trembled and shook under me, so I could not walk out. Indeed, it was as much as I could do to get across the floor. A dry hacking cough set in and shook me very much, and I lost a deal of sleep."

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The Share Market.

LATEST QUOTATIONS.
BANKS.
 Hongkong and Shanghai Bank—90 per cent.
 The National Bank of China, Ltd.—on £8.00
 paid up—\$21, sellers.
 The National Bank of China, Ltd.—Founders'
 shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares—£5, buyers.

CHINESE LOANS.
 Chinese Imperial Loan of 1886—E 11 per cent.
 premium.

MARINE INSURANCES.
 Union Insurance Society of Canton—\$125 per
 share, buyers.
 China Traders' Insurance Company—\$61 per
 share, sellers.
 North China Insurance—Tis. 175 per share,
 buyers.
 Canton Insurance Company, Limited—\$144 per
 share, sellers.
 Yangtze Insurance Association—\$75, buyers.
 On Tai Insurance Company, Limited—Tis. 15
 per share.
 The Straits Insurance Co., Ltd.—\$164 per share,
 sellers.

FIRE INSURANCES.
 Hongkong Fire Insurance Company—\$180 per
 share, sellers.
 China Fire Insurance Company—\$75 per share,
 sellers.
 The Straits Fire Insurance Co., Ltd.—\$198 per
 share, buyers.

SHIPPING.
 Hongkong, Canton, and Macao Steamboat Co.—
 1st class share, sales and sellers.
 China and Manila Steam Ship Company—\$65,
 buyers.
 Indo-China Steam Navigation Company, Limited—
 \$40, sellers.
 Douglas Steamship Company—\$46, buyers.
 China Mutual Shippers' Co., Ltd.—(Preference)—
 \$60 per share, nominal.
 China Mutual Shippers' Co., Ltd.—(Ordinary)—
 \$1 per share, nominal.

REFINERIES.
 China Sugar Refining Company, Limited—\$748
 per share, sellers.
 Luen Sun Refining Company, Limited—\$48,
 sellers.

MINING.
 Punjion Mining Co.—(Ordinary)—\$42 per share,
 sellers.
 Punjion Mining Co.—(Preference)—\$1.60 per
 share, buyers.
 The South China Mining Co., Limited—\$4.90 per
 share, sellers.
 The New Victoria Gold Mining Co., Limited—
 \$2.50 per share, sellers.
 South China Consolidated Charbonnages de Tonkin
 \$2.50 per share, sales and buyers.
 The Indo-China Mining and Trading Co., Limited—
 \$2.50, buyers.

DOCKS, WHARVES AND GODOWNS.
 Hongkong and Whampoa Dock Company—78
 per cent. premium, buyers.
 Geo. G. Wick & Co., Ltd.—\$19 per share,
 sellers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$47 per share, sellers.
 Wanchai Warehouse Co., Ltd.—\$40 per share,
 sellers.

HOTELS.
 Hongkong Hotel Company—\$8 per share,
 sales and buyers.
 Hongkong Hotel Co., Ltd.—\$11 per share,
 debentures \$10.

LANDS AND BUILDING.
 The Shum Hong Hotel Co., Ltd.—nominal.
 The Kowloon Land Investment Co., Limited—
 \$10 per share, buyers.
 The Hongkong Land Investment Co., Limited—
 \$11, sellers.
 The West Point Buildings Co., Limited—\$20
 per share, sellers.
 Humphreys' Estate and Finance Co., Ltd.—\$14
 per share, sellers.

DISPENSARIES.
 A. S. Watson & Co., Limited—\$10, buyers.
 Dakin, Crutchfield & Co., Limited—\$11 per
 share, buyers.

MISCELLANEOUS.
 Hongkong Dairy Farm Co., Limited—\$5 per
 share, sellers.
 H. G. Brown & Co., Limited—\$4 per share, sellers.
 Hongkong Rope Manufacturing Company,
 Limited—\$10 per share, sales and buyers.
 Hongkong Gas Company—\$125 per share, buyers.
 Hongkong Ice Company—\$78 per share, sellers.
 Hongkong and China Bakery Company, Limited—
 \$40 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—
 \$4 per share, sellers.
 The Green Island Cement Co.—\$1, buyers.
 The Hongkong Electric Light Co., Limited—
 \$4.10, buyers.
 The Hongkong High-Level Tramway Co.,
 Limited—\$7.50, buyers.
 Campbell, Moore & Co., Ltd.—\$2 per share.

ON LONDON.—Bank, T. T. 2 1/2
 Bank Bills, on demand 2 1/2
 Bank Bills, at 4 months' sight 2 1/2
 Credits at 4 months' sight 2 1/2
 Documentary Bills, at 4 months'
 sight 2 1/2

ON PARIS.—
 Bank Bills, on demand 2.67
 Credits, at 4 months' sight 2.72
 On India—
 T. T. 190 1/2
 On Demand 191

ON SHANGHAI.—
 Bank, T. T. 7 1/2
 Private, 30 days' sight 7 1/2
 Sovereigns (Bank's buying rate) 89.25
 Silver (per oz.) 29 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. C. S. Biff.
 Rev. C. Bayley.
 Mr. W. Blayney.
 Mr. F. Boreman.
 Miss M. Burdett.
 Mr. C. T. Burkam.
 Miss E. S. Burne.
 Capt. and Mrs. Combe
 and child.
 Miss E. R. Cottrell.
 Captain R. Crawford.
 Mr. L. Darrow.
 Miss Davis.
 Mr. W. A. Duff.
 Mr. J. F. Duff.
 Mr. C. N. Edson.
 Mr. and Mrs. Eversen.
 Mr. G. Fenwick.
 Mr. C. Fichtner.
 Miss Gallagher.
 Mr. R. Gleason.
 Mr. T. Goleward.
 Mr. C. H. S. Harris.
 Mr. J. Kingston.

Mr. Kirkwood.
 Mr. F. S. Lee.
 Mr. R. Lyle.
 Mr. H. MacCallum.
 Mr. J. McWilliams.
 Mr. T. Mitchell.
 Mr. W. Parfitt.
 Mrs. Phillips.
 Mr. H. T. Safford.
 Dr. H. Schroder.
 Mr. F. E. Shan.
 Mrs. A. Smith.
 Mr. W. Stevens.
 Miss M. A. Terry.
 Mr. W. Taylor.
 Mr. H. A. S. Thompson.
 Mrs. M. E. Vanderpool.
 Mr. F. Wahl.
 Mr. W. Williams.
 Mr. E. Williams.
 Mr. J. Wilson.

REPORTS.
 The German steamship *Amoy* reports that she
 left Newchwang on the 24th instant, and Chiao
 on the 25th, and had light variable winds from
 Chiao to Shanghai; thence to port had moderate
 north-east winds.

The British steamship *Hatten* reports that she
 left Moji (Japan) on the 27th instant. From
 Moji to Hatten had moderate to fresh north-
 westerly winds and smooth sea with fair pleasant
 weather; thence to Turnabout had fresh to strong
 monsoon with high sea and relay weather;
 thence to port had fine weather.

Post Office.
 A MAIL WILL CLOSE
 For Tientsin and Quebec—Per *Maille* to-
 morrow, the 31st Nov., at 4.30 P.M.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. M. G. Allen.
 Mr. J. A. E. Chaudet.
 Miss Coe.
 Mr. C. Cromble.
 Mr. R. P. Dipple.
 Mr. I. P. Dowling.
 Mr. F. Farquharson.
 Mr. W. S. Harrison.
 Mr. Geo. Holmes.
 Mrs. G. Holmes.
 Mr. J. E. Macrae.
 Mr. Morton Jones.
 Mr. Medhurst.
 Capt. and Mrs. Moore.
 Mr. F. Morony.
 Mr. C. Nielsen.
 Mr. R. P. Dipple.
 Mr. F. H. Slaghek.
 Mr. and Mrs. A. Flindley.
 Smith and family.
 Capt. and Mrs. Stouham.
 Mr. A. G. Stobbs.
 Mr. J. E. Macrae.
 Mrs. H. Wilson.

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer
Calcutta, with the outward French mail,
 left Saigon on the 29th instant at 1 A.M., and
 may be expected here on the 1st proximo.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Rohilla*, with
 the outward English mail, left Singapore on the
 28th instant, and may be expected here on the 2nd
 proximo.

THE AMERICAN MAIL.
 The O. & S. S. Co.'s steamer *Galle*, with
 mails, &c., left San Francisco for this port via
 Yokohama and Nagasaki on the 16th instant.
 The P. M. S. S. Co.'s steamer *City of Peking*,
 with mails, &c., left San Francisco for this port,
 via Yokohama and Nagasaki, on the 25th inst.

NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer
Victoria, from Tacoma, left Yokohama for Kobe
 on the 20th instant.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer
Empress of India left Vancouver on the 15th
 instant for Yokohama, Shanghai and Hongkong.

THE AUSTRALIAN MAIL.
 The E. & A. Steamship Co.'s steamer
Callisthen, from Australia, left Port Darwin on
 the 26th instant, and may be expected here on the
 5th proximo.

THE INDIAN MAIL.
 The steamer *Arratoon* from Calcutta,
 left Singapore on the 23rd instant, and may be
 expected here to-morrow.

The Indo-China steamer *Chelydra*, from
 Calcutta and Penang, left Singapore on the 30th
 instant at 6 P.M., and may be expected here on
 the 6th proximo.

STEAMERS EXPECTED.

The steamer *Orono* left Singapore on the 24th
 instant, and may be expected here to-morrow.

The "Ben" line steamer *Benlidi*, from
 Antwerp and London, left Singapore on the 25th
 instant, and may be expected here to-morrow.

The D. D. R. steamer *Frederick*, from Hamburg,
 left Singapore on the afternoon of the 26th inst.,
 and may be expected here on the 2nd proximo.

The Ocean Steamship Co.'s steamer *Prism*
 left Singapore on the afternoon of the 26th
 instant, and may be expected here on the 2nd
 proximo.

The P. & O. S. N. Co.'s steamer *Canton* left
 London for this port on the 20th ultimo.

The P. & O. S. N. Co.'s steamer *Shanghai* left
 London for this port on the 14th instant.

ARRIVALS.
 FIDELIO, German steamer, 742, T. Nissen, 30th
 October, Manila 27th October, General—
 Melchers & Co.

KIRI, German steamer, 832, M. W. Kitzfeldt,
 30th October, Shanghai 27th October,
 General—C. M. S. N. Co.

AMCO, German steamer, 665, W. Wolf, 31st
 October, Newchwang 24th October, and
 Chiao 25th, General—Ed. Schellhaus &
 Co.

TAI-CHONG, German steamer, 828, F. Dehne,
 31st October, Deli and Swatow 30th Oct.,
 General—Meyer & Co.

HAITAN, British steamer, 1,283, F. D. Goddard,
 31st Oct.—Moji (Japan), 27th Oct., Coal—
 D. Laprak & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Yuensang, British steamer, for Amoy, &c.
 Guthrie, British steamer, for Macao, Timor,
 and Sydney.

Empress of China, British steamer, for Amoy,
 Singapore, Yokohama and Vancouver.
 Wingiang, British steamer, for Singapore, &c.

DEPARTURES.
 October 30, *Chang Hye Teng*, British steamer,
 for Amoy.

October 30, *Doris*, German steamer, for Canton.
 October 30, *Pleion*, British gunboat, for Shanghai.
 October 30, *Wm. Le Lacheur*, British bark, for
 Rajahm.

October 31, *Rhinegold*, German steamer, for
 Canton.

October 31, *Oceanic*, British str., for Nagasaki,
 Yokohama and San Francisco.

October 31, *Amoy*, British str., for Swatow,
 Amoy and Foochow.

October 31, *Empress of China*, British steamer,
 for Amoy, Yokohama and Vancouver.

October 31, *Tachow*, British str., for Swatow,
 Singapore and Bangkok.

October 31, *Oceanic*, French str., for Saigon
 and Marseilles.

October 31, *Wingiang*, British str., for Singapore
 and Calcutta.

October 31, *Yuensang*, British steamer, for Amoy
 and Manila.

For Straits and Bombay—Per *Bermuda* on
 Saturday, the 3rd Nov., at 11.30 A.M.
 For Singapore and Malacca—Per *Tylos* on
 Saturday, the 3rd Nov., at 1.30 P.M.
 For Straits and London—Per *Ajax* on Sat-
 urday, the 3rd Nov., at 5 P.M.
 For Straits and London—Per *Palamed* on
 Saturday, the 3rd Nov., at 5 P.M.

SHIPPING IN HONGKONG

STEAMERS.

ACTIV, Danish steamer, 351, H. W. Storm, 27th
 October, Pakhoi 24th Oct., and Hoihow
 26th General—Arnold, Kurborg & Co.

AGNES, French steamer, 200, Geo. R. Stevens.
 BORMIDA, Italian steamer, 1,499, De Negri, 28th
 Oct.—Bombay 28th Oct., and Singapore
 29th, General—Carlotto & Co.

BREMA, German steamer, 1,824, Ch. Hassel-
 mann, 28th Oct.—Samarang 18th October,
 Sugar—Order.

CHINA, German steamer, 1,114, T. Andressen,
 26th October, Saigon 21st Oct., Rice—
 Melchers & Co.

CHOWTA, British steamer, 1,055, J. E. Farrell,
 26th October, Bangkok 20th, and Koh-
 chang 21st October, General—Yuen Fat
 Hwa.

CHUMBER, British steamer, 1,285, Storell,
 26th October, Bangkok 20th Oct., Rice—
 Bradley & Co.

CITY OF RIO DE JANEIRO, American steamer,
 3,548, J. F. Smith, 29th Oct.—San Fran-
 cisco 4th Oct., Yokohama 23rd, and Na-
 gasaki 26th, Mails and General—P. M. S.
 S. Co.

FAME, British steamer, 117, Captain Stoppel,
 Hongkong and Whampoa Dock Co.'s tug.

GUTHRIE, British steamer, 1,406, P. T. Helms,
 26th October, Foochow 24th Oct., Tea—
 Gibb, Livingston & Co.

MATHILOE, German steamer, 600, P. Moore,
 26th October, Quilbon 22nd Oct., and
 Tonnare 25th, General—Stemmen & Co.

PALLAS, British steamer, 3,102, Jackson, 29th
 October, Kutchinow 23rd October, Coals.
 —Miller Bussan Kishas.

PRAVA, 130, Captain MacIsaac—Hongkong
 Government Tender.

PICCOLA, German steamer, 87, E. Haas, 28th
 October, Saigon 21st October, Rice—Mel-
 chers & Co.

RIO, German steamer, 1,109, C. H. Davidson,
 14th September, Saigon 6th Sept., Rice—
 Wieler & Co.

SIRHAN, British steamer, 845, A. Murphy, 18th
 October, Saigon 13th October, General—
 Bradley & Co.

STRAITS OF DOVER, British steamer, 1,004,
 N. E. Holliday, 26th October, Foochow
 24th October, Ballast—Carlotto & Co.

TRITON, German steamer, 1,085, P. Cornelien,
 29th Sept.—Sourabaya 17th Sept., Sugar—
 Laus, Wegener & Co.

VICTORIA, British steamer, 1,092, John Pantou,
 R.N.R., 29th October, Tacoma 2nd Oct.,
 Victoria B.C., and Yokohama 21st, Kobe
 23rd, and Moji 24th, General—Dodwell,
 Carill & Co.

SAILING VESSELS.
 AMY TURNER, American bark, 913, Warren, 2nd
 October, Honolulu 24th August, Kerosene
 Oil—Order.

BARKORE, British ship, 2,041, Lee, 7th October,
 Cardiff 12th June, Coals—Order.

CALEN CURTIS, American schooner, 31, Brink,
 31 June, Yap (Caroline Islands) 29th
 May, General—Order.

LEILIAN L. ROBBINS British ship, 1,690, E. E.
 Robbins, 12th Sept.—New York 21st April,
 Petroleum—Order.

LINA, German bark, 461, Albrecht, 6th August,
 Albany (W.A.), 13th June, Sandalwood,
 Jaridin, Matheson & Co.

SUBURBAN, American ship, 2,628, Sewall,
 19th July, New York 28th March, Kerosene
 Oil—Reuter, Brockmann & Co.

VELOCITY, British bark, 497, R. Martin, 24th
 October, Honolulu 15th Sept., General—
 Chinese.

WM. H. SMITH, American ship, 1,008, B. B.
 Brown, 26th October, Amoy 24th Oct.,
 Tea—Reuter, Brockmann & Co.

Intimations.
LEVY HERMANOS.
 JEWELLERY, DIAMONDS, WATCH,
 CHRONOMETER & CLOCKMAKERS.
 A great variety in Fancy Goods and Optical
 Instruments. Novelties received by every
 Mail.

10, QUEEN'S ROAD CENTRAL,
 Opposite the Telephone Office.

CHS. J. GAUPP & CO.
 CHRONOMETER, WATCH, AND CLOCK-
 MAKERS, JEWELLERS, SILVER-
 SMITHS, AND OPTICIANS.
 CHARTS AND BOOKS.
 Sole Agents for "Leeds' Anderson's" Watches
 awarded the highest Prize at every Exhibition,
 and the "Vanguard" and "Baltic"
 CHESAIRE OPERA GLASSES,
 MARINZ GLASSES, and SPYGLASSES.
 No. 2, Queen's Road Central. [1894]

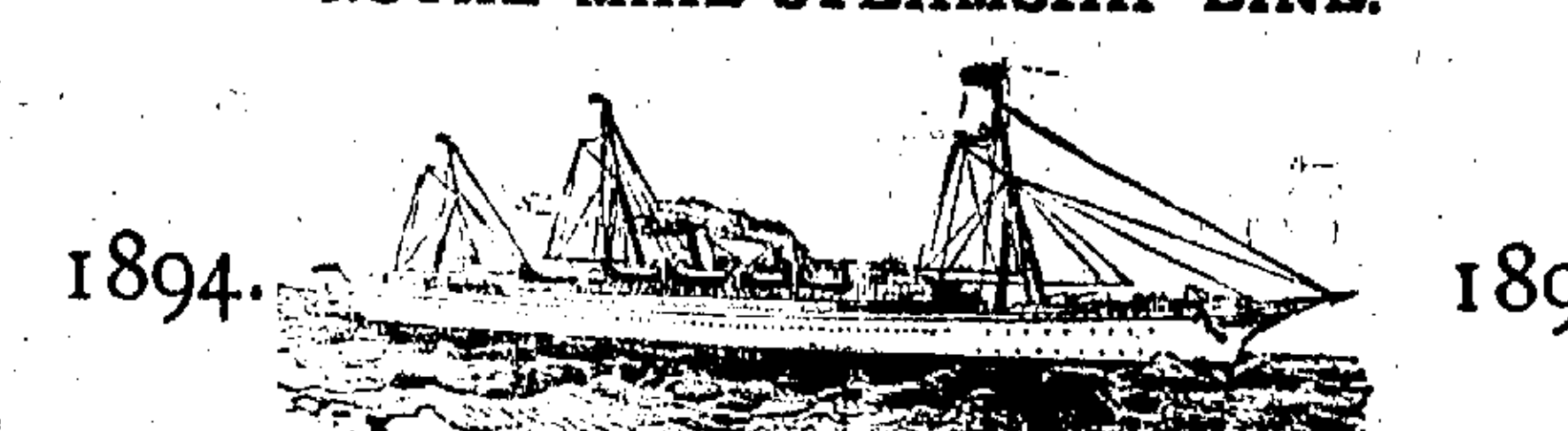
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 WATCHES AND CHRONOMETER MANU-
 FACTURERS, JEWELLERS,
 NAUTICAL INSTRUMENTS,
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 No. 42, Queen's Road Central. [1894]

DENTISTRY.
DR. J. SAKATA (from Japan).
 DE. M. SAKI SANG.
 DENTAL SURGEONS.
 15, Queen's Road Central.
 First Class Dentistry and Moderate Fees.
 Consultation Free.
 Hongkong, 9th April, 1894.

STEN TING.
 SURGEON, DENTIST,
 No. 10, D'AGUIER STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September 1894. [1894]

DENTISTRY.
FIRST CLASS WORKMANSHIP
 AND
 MODERATE FEES.
 No. 10, D'AGUIER STREET.
 (Formerly called "The Dentist")
 HONGKONG, 1894.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 26th November.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 26th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd January, '95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
 JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
 TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
 made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
 passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
 tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
 Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
 Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
 via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months,
 £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
 (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
 (the Company have received the highest award for same at recent Chicago World's Exhibition)
 and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
 Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
 the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 31st October, 1894. D. E. BROWN, General Agent,
 Pedder's Street. [3]

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 7th Nov., at Daylight.

City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 28th Nov., at Daylight.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 12th Dec., at Daylight.

THE U. S. Mail Steamship
 "CITY OF RIO DE JANEIRO"
 will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on WEDNESDAY, the 7th Nov., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to arrive in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.
 Hongkong, 31st October,